

REMOTE VIEWING SESSION DATA

* Remote Viewer : ~~LB~~ LB
* Interviewer : FA
* Observer(s) :
*
* Date : 10/18/85
* Starting time : 1301 hours, local
* Site # : 0725
* Acquisition by: (ERV) ERV PRV ARV BRV Other
* Working mode : (GT) HEM Other
* Feedback class: A B (C)

812301
327573

* Ending time : 1338 hours, local
* Notes : Stage III TNS
* Highest stage : III
* Evaluation :

* Actual site : Eric Canal
* RV summary : none
*

SG1J

FT. MEADE
18 Oct 85

SG1J

1301 HRS

812301
327578

A: RISE
CUN
UP
SMOOTH
MANNA

B: ~~SMOOTH~~

P.I. BACKACHE
AV BLOCKAGE
WATER
ISLAND

AOL BNC
STRUCTURE

812301
327578

MISS BNC.

812301
327578

A: RISE
CUN
SMOOTH
LOW
ANGLO
MANNA

B: STRUCTURE

AOL BNC
LIKE FOOTING
OF "FLIP" AT
THAT END OF
1000 AM.

(2)

812301
327578

A: RESIN
CUTTING
ANALCO
SMOOTH
HAND
FLAT
ACROSS
HAND

B: STRUCTURE C

SZ: DARK CFB
SLICK C
SHINY C
POLISHED SY
HAND C

AD - DARK.
KNOB SHAPE

DIM LIGHT CFB
DARK
SOLID C

812301
327572

A: ACROSS
HAND
ROUND
FLAT
SOLID
B: STRUCTURE C

812301
327573

A:

MISS BAK.

3

812301
327573

A: CONVO
ROUND
HAND
SOLID
MANHATTAN

B: STRUCTURE

ALL BULK.
STATUS.

ALL BULK
TEXTURE
LIKE WORN
ROCK.

812301
327573

A: ACROSS
FLAT
HAND
DOWN
UP
HAND
MANHATTAN

B: _____

CONF. BULK.
SEEMS TO ALWAYS
BE SOME HESITANCY
ABOUT CALLING IT
A STRUCTURE.

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327573

A: ACROSS
HAND
SMOOTH
ANGLE
DOWN
BREAK
MANHATTAN

B: _____

(4)

812301
327573

A: RISE
ITAM
SMOOTH
COMES
DOWN
MANMANS
B: TITIAN

FOR BLUE.
VIOLET.

812301
327573

A: RISE
WIND
ANGLE
DOWN
MANMANS
B: STRAIGHT

AS LARK.
POLODA.

812301
327573

A: ACROSS
SMOOTH
DOWN
MANMANS

B:

SZ: ROWER PL

A: WATSON
SMOOTH

B: WATSON

SZ: BLUE
COOL
MOVING
SHALLOW
TITIAN
WIDE
FAST
FUNNY
OPEN

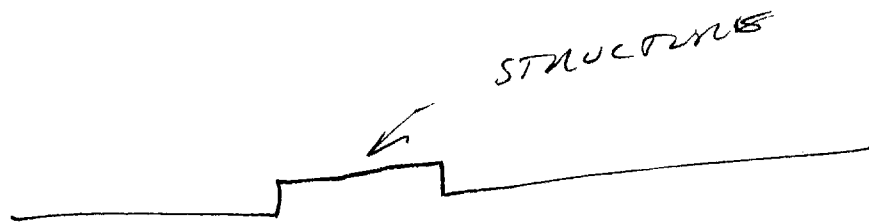
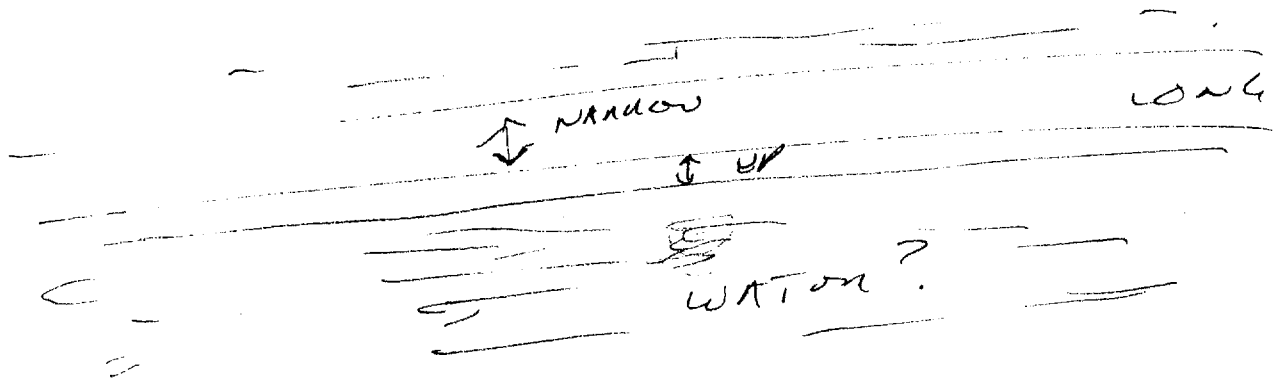
A: SMOOTH

5

SZ: (LIST SET)
 NOVAH C
 FCT C
 ANA C
 CONA PC

NO C DALL
 DAM

NARROW C
 TALL CFB
 WADY C
 SWOW PC
 NARROW
 LONG C
 RISON C
 DRY C



6

SZ! LOW

WOL RMC
TANK

7

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A: ACROSS
SMOOTH
STRUCTURE
WATER

D:

ADL BNL
LUDWIG'S FOUNTAIN

812301
327573

A: RISING
NATURAL
LAND

B: LAND

A: MANMADE
THICK
SOLID

B:

A: ACROSS
SMOOTH

B: WATER

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327573

A: ACROSS
THICK
CONCRETE
STRUCTURE

B: STRUCTURE PL

S2: TALL

HIGH

FLAT

NARROW

WATER

PL

CFD

C



812301

327573

A:

MISS RUC

812301

327573

A: ACROSS
SADDER
HAND

B:

812301

327573

B: ACROSS
HAND
DOWN
DOWN
THICK

MISS RUC

812301

327573

B: ACROSS
HAND
DOWN
UP
THICK
CONV

B: STRUCTURE. PL

521

WIDOW PL
THIN
SOLID C
ROCKET C

ALL RUC.
THICKER AT
BOTTOM THAN
AT TOP.

8175 END
1338

Site 725

Erie Canal

In New York state, the Erie Canal was built between 1817 and 1825. Its construction was an engineering feat of extraordinary significance and a bold act of state enterprise in promoting economic development.

Originally a ditch 40 feet wide and 4 feet deep, the canal was 363 miles long, spanning the state from Albany on the Hudson River to Buffalo on Lake Erie. It reduced the cost of transportation, promoted trade and settlement, and in large measure was responsible for growth of communities such as Rochester and Buffalo.

Vastly enlarged and partly relocated in the 20th century (old route-south towards Syracuse and around Lake Oneida to just before Rome) the Erie canal is the largest of the four divisions in the New York State Barge Canal System. Built to accommodate horse drawn barges for freight and packets for passengers, the original canal had 83 lift locks and 18 aqueducts. Its spectacular features included a double set of locks built into a granite escarpment at Lockport and an aqueduct, 802 feet long, mounted on stone arches that carried the canal across the Genesee River. The entire canal was completed in 1825. The original debt was in excess of 7 million but in a few years the project was in the black with money rolling in.

Cargoes carried included lumber, pork, whiskey, cheese, potash, pearl ash and the largest commodities being wheat and flour to tidewater. Shipped westward were miscellaneous manufactures, furniture and salt. In 1896 the east bound cargo totaled 350,000 tons and the west bound cargo totaled 35,000 tons. Fifteen years later the east bound cargo totaled over 774,000 tons and the west bound cargo totaled 162,000 tons. Quite a jump in only fifteen years.

Drastic enlargements were started after the beginning of the 20th century to resuscitate canal transportation as a means of restricting railroad rates. By 1903 New York State Legislature spent 101 million dollars to make the Erie Canal capable of handling powered vessels carrying 1000 ton weight. By mid 20th century 3-5 million tons of cargo was transported annually on the canal. Cargoes have mainly been petroleum, its derivatives and grain. There are no tolls on the Erie Canal.

(NOTE: Early 19th century, the canal was slow but pleasant means of travel. Passengers were on the roof platform of the cargo barges while the boat was drawn by horses on a tow path at the rate of 1 1/2 miles per hour.)